

Gold Line Corridor Study Final Report

Appendix D. Detailed Overview of Station Area Development Goals and Plans

This section gives an overview of the municipal development goals and plans in station areas by providing an overview of community and specific plans. The plan descriptions are organized by city and particular attention is given to those aspects of plans that are relevant to station area development specifically and to transit-oriented development more generally. This section complements the overview of development goals and plans presented in Section 1 of the report. Appendix B provides complete references for the plans discussed in this section.

Los Angeles Development Goals and Plans

Table D1 Central City North Community Plan Overview

Plan	Central City North Community Plan
Vital Statistics	Adopted by the Los Angeles City Council. Update effective December 15, 2000
Boundaries	The plan area is adjacent to downtown LA, bounded by the LA River to the east, the City of Vernon to the south, Alameda Street, Cesar Chavez Ave, Sunset Blvd, and Marview Ave to the West, and Stadium Way, Lilac Terrace and North Broadway to the north. The plan area is surrounded by the communities of Silverlake-Echo Park, Central City, Boyle Heights, and Northeast LA. For the purposes of this study, we are concerned with the areas adjacent to the Chinatown and Union Station Gold Line stations.
Gold Line Stations	Union Station, Chinatown
Objectives – Vision	<ul style="list-style-type: none">-Preserve and enhance the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.-Improve the function, design, and economic vitality of the commercial corridors.-Encourage multiple residential development in commercial zones.-Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.-Maximize the development opportunities of future transit systems, while minimizing adverse impacts. Improve mobility with convenient alternatives to automobile travel.-Plan the remaining commercial and industrial development opportunity sites for needed job-producing uses that will improve the economic and physical condition of the area.-Develop sufficient open space and park facilities to promote recreational needs of the community; promote adequate school, public library, police, and fire fighting facilities.
Land Use	<ul style="list-style-type: none">-The plan is divided into seven subareas. Only 5 percent of the 2005 acre plan area is zoned and planned for residential use. This community is concentrated west of Chinatown.-The William Mead Housing Project, with 400 units operated by the City Housing Authority, is just east of Chinatown and north of Union Station.-There is a large concentration of artists-in-residence spaces in the industrial warehouses and lofts just east of Alameda Street and Little Tokyo.-The commercial district is mostly concentrated in Chinatown and consists of a mix of low-rise building types with pedestrian-oriented storefronts along parts of Hill St. and Broadway St.-The General Plan identified four areas for increased commercial development: 1) Chinatown commercial district, 2) the U.S. Post Office Terminal Annex area, 3) the Union Station and MTA headquarters area, and 4) the area just south of the Hollywood Freeway, east of Alameda St. and north of First St. The Terminal Annex and Union station locations are governed by the Alameda District Specific Plan.-The plan area has one of the highest concentrations of designated industrial land uses in the City, which occupy 60 percent of the plan area.

Density	<ul style="list-style-type: none"> -There are approximately 4,043 dwelling units, nearly all are low-rise multi-family with a few scattered single family homes. The net density is 39 units per acre. -Areas of low-medium, medium, and high medium residential densities are suggested based on population projections for 2010.
Streetscape/ Aesthetics	<ul style="list-style-type: none"> -Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development. -Improve safety and aesthetics of parking areas and create landscaped corridors with street trees and median plantings. -Expand existing pedestrian oriented districts and identify new ones as preferred locations for mixed use projects. Move parking to the rear of the property in these areas. Require first floor street frontage. -Provide improvements to entryways into the area, street trees, lighting, furniture, signage and sidewalks.
Access	<ul style="list-style-type: none"> -The CRA provided funding for the design and construction of a 420-space public parking structure in northern Chinatown area. -Ensure accessibility, security and safety of parks by their users, particularly families with children and senior citizens. -Reclassify some streets as “local industrial” to accommodate industrial traffic, and selected street widening. -Improve local bus service, encourage park-and-ride facilities to interface with freeways, HOV, and rail facilities. -Encourage expansion of programs to enhance mobility of senior citizens, disabled persons, and the transit dependent population.
TOD	<ul style="list-style-type: none"> -Locate new housing in a manner that reduces vehicular trips and makes it accessible to services and facilities. -The Plan, with the implementation of the General Plan Framework, encourages mixed use buildings in commercial zones within Transit Oriented Districts with additional floor area bonuses. -Some of the major opportunities in the plan area relate to the Metro Rail Transit line development. The Land Use - Transportation Policy adopted by the City Council in November 1993 includes land use, housing, urban design, parking and traffic circulation, equity, economic development and community components, and transit ridership strategies, and provides the framework to guide future development. -Implement a Transportation Demand Management Program to encourage alternative modes of transportation to the use of single occupant vehicles in order to reduce vehicle trips

Table D2 Alameda Specific Plan Overview

Plan	Alameda Specific Plan
Vital Statistics	Adopted by the Los Angeles City Council. Effective June 18, 1996.
Boundaries	The plan covers the area immediately surrounding Union Station and is bordered by Alameda St. on the west, N. Main St. to the north, Vignes St. to the east, and Arcadia St. to the south.
Gold Line Stations	Union Station
Objectives – Vision	<ul style="list-style-type: none"> -Provide regulatory controls and incentives for the systematic and incremental execution of that portion of the General Plan which relates to this geographic area -Assure orderly development and appropriate capacity of public facilities for the intensity and design of development by establishing general procedures for development within the Specific Plan area; -Provide continued and expanded development of the site both as a major transit hub for the region, and as a mixed-use development providing office, hotel, retail, entertainment, tourism, residential, and related uses
Land Use	The Specific Plan is divided into three Subareas: 1) the Historic Area; 2) the Mixed Use/Office

	Area; and 3) the Transit Office Core. Each area has its own zoning, height, floor area ratio and massing regulations.
Density	<p>The height and floor area ratios for each area are as follows:</p> <p>Historic Area: Maximum Height – 80 ft., FAR – 4.2</p> <p>Mixed Use/Office Area: Maximum Height – 400 ft., FAR – 4.2</p> <p>Transit Office Core: Maximum Height – 550 ft., FAR – 4.2</p> <p>Floor Area Bonus. Individual Projects which contain at least 50,000 square feet of non-residential floor area shall be permitted a ministerial floor area bonus of five square feet of additional non-residential floor area in excess of the permitted floor area, for every one square foot of floor area constructed for a child care facility which serves at least 40 children.</p>
Streetscape/ Aesthetics	<p>-Commercial and residential projects shall provide pedestrian access through the use of arcades, connecting plazas or open spaces. These pedestrian features shall be designed to provide easy access to transit facilities, by linking with primary pedestrian corridors. Open spaces, plazas, walkways or other pedestrian-related areas should incorporate intermittent arcades to provide shelter to pedestrians during inclement weather.</p> <p>-Residential Projects and Commercial Projects other than a sports arena shall be designed in an architectural style and character that is complementary with the historic Union Station and Terminal Annex buildings.</p> <p>-Open space areas between residential buildings and rail facilities shall incorporate extensive visual screening and landscaping as a buffer between the two land uses.</p> <p>-A sports arena structure shall be separated from residential buildings or mixed-use commercial/residential buildings by a minimum of 40 feet, with an entrance plaza designed to provide easy access to transit facilities, by linking with primary pedestrian corridors.</p>
Access	-Developers are required to make traffic improvements to the surrounding area based on the number of trips the development is expected to generate.
TOD	One of the plan's objectives is to provide continued and expanded development of the site both as a major transit hub for the region, and as a mixed-use development providing office, hotel, retail, entertainment, tourism, residential and related uses.

Table D3 Northeast Los Angeles Community Plan Overview

Plan	Northeast Los Angeles Community Plan
Vital Statistics	Adopted by City Council on June 15, 1999
Boundaries	The Northeast LACP encompasses a large area from roughly the Southern Pacific Railroad line at the south, with the LA River forming the western boundary. The Ventura Freeway forms the northern border. The eastern boundary varies from Figueroa at the Northern end. As the plan area extends south, the boundary moves further east to include Avenue 64, then the Pasadena Freeway, and the Long Beach freeway at its eastern most edge.
Gold Line Stations	The NE LACP covers the station areas for all Lincoln Heights/Cypress Park, Heritage Square / Arroyo, Southwest Museum, and Highland Park. Specific plans that cover these areas (Mt. Washington SP / Avenue 57 Transit-Oriented District) provide more detail about development.
The Objectives – Vision	<p>-A safe, secure and attractive residential environment for all economic, age and ethnic segments of the community that preserves and enhances the existing residential character.</p> <p>-Strong and competitive commercial areas that serve community needs and attract customers from outside the plan area, maximizing convenience and accessibility while preserving unique historic and cultural identities of each area.</p> <p>-Provide sufficient land for range of industrial uses to maximize employment—especially for local residents—that have minimal impact on adjacent uses and infrastructure resources.</p> <p>-Provide adequate schools, open space, recreational facilities, library facilities, police, and comprehensive fire protection program.</p> <p>-Develop coordinated integration of development around transit stations to improve services, access, and economic vitality of the community.</p>
Land Use	-Allocate land for new housing to accommodate growth of population in a manner consistent

	<p>with and promoting health, safety, welfare, convenience and a pleasant environment w/ adequate infrastructure and schools.</p> <ul style="list-style-type: none"> -Limit the intensity and density of development in hillside areas. -Conserve and strengthen potentially viable commercial areas to stimulate and revitalize existing business and create opportunity for appropriate new community development, enhancing the identity of the area. -Minimize conflicts between auto-related and pedestrian oriented activities to encourage use of public transportation in commercial areas. -Retain existing and provide for future industrial uses that provide employment opportunities for residents.
Density	<ul style="list-style-type: none"> - Constrain future residential development to the densities that have already occurred in neighborhoods throughout the plan area. -Increase acreage for single-family residential development in locations where it can be best supported by infrastructure and services and will enhance rather than detract from commercial revitalization efforts. -Residential densities range from .5 – 55 dwelling units per acre depending on location. -Locate higher density residential areas near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transit, provided that infrastructure can support such development.
Streetscape/ Aesthetics	<ul style="list-style-type: none"> - Preserve and restore monuments, cultural resources, neighborhoods and landmarks with cultural and or historical significance. -Revitalization of physical environment conducive to increasing and improving economic activity. -Entryway improvements (signage, landscaping, vertical pylons) at major corridors; banners at major commercial intersections -Installation standards for street trees, lighting, sidewalks, crosswalk paving. Priority given to districts with specific plans or designated redevelopment areas, i.e. pedestrian-oriented district.
Access	<ul style="list-style-type: none"> -Develop a public transit system that improves mobility with convenient alternatives to automobile travel through improved bus service connecting to freeways and rail. -Increase work and non-work trips made on public transportation. -Develop a system of safe, efficient and attractive pedestrian, bicycle, and equestrian routes.
TOD	<ul style="list-style-type: none"> -Support completion of rail stations along Figueroa Ave. and San Fernando Rd. -Identify pedestrian oriented areas and preferred locations for mixed use projects, -Promote child-care facilities, libraries, senior citizen and community centers and other human service facilities at transit stations. -City's Land Use Transportation policy has long term strategy for integrating land use, housing transportation, and environmental policies. Focus future growth around transit stations, increase land use intensity in station areas where appropriate – see Ave 57 Transit-Oriented District.

Table D4 Mount Washington/Glassell Park Specific Plan Overview

Plan	Mount Washington/Glassell Park Specific Plan
Vital Statistics	Adopted by the Los Angeles City Council effective May 10, 1993.
Boundaries	The Mount Washington/Glassell Park Specific Plan area includes the region of Los Angeles bordered by Eagle Rock Blvd. to the north, El Paso Dr. and Ave 50 to the east, Marmion Way to the south and Isabel St. and Verdugo Rd. to the west. For the purposes of this study, we are concerned with a swath extending roughly one-quarter to one-half mile into the plan area to the southeast.
Gold Line Stations	Portions of the Lincoln Heights/Cypress Park, Heritage Square/Arroyo, and Southwest Museum station areas are covered in this plan.
Objectives – Vision	<ul style="list-style-type: none"> -To encourage the preservation and enhancement of the community's varied and distinctive residential character, including single-family residential neighborhoods. - To limit land use intensities and population densities in hillside residential areas to what can be

	supported by the transportation system, public service facilities, utilities and topography.
Land Use	<p>-For single-family residences, a front yard shall be provided that is equal to the average depth of the front yards for lots along the same right-of-way for a distance of 200 ft. on either side of the side lot lines of the lot on which the dwelling is located.</p> <p>-For multi-family residences, a minimum of 100 square feet of usable open space is required for each dwelling unit. Common space areas shall be a minimum of 400 square feet.</p>
Density	<p>Floor Area Ratio (FAR)</p> <p>-For lots less than 5,000 square ft, max FAR is 0.5:1 (0.50 times the lot area).</p> <p>-For lots greater than or equal to 5,000 square ft., but less than 10,000 square ft, the maximum FAR shall be determined with this equation: $0.50 - \{[(\text{Lot Area} - 5,000) \times 0.10] \div 5000\}$</p> <p>-For lots greater than or equal to 10,000 square ft, but less than 15,000 square ft, the maximum FAR shall be determined with the following equation: $0.40 - \{[(\text{Lot Area} - 10,000) \times 0.08] \div 5000\}$</p> <p>-For lots greater than or equal to 15,000 square ft, but less than 20,000 square ft, the maximum FAR shall be determined by using the following equation: $0.32 - \{[(\text{Lot Area} - 15,000) \times 0.05] \div 5000\}$</p> <p>-For lots greater than or equal to 20,000 square ft, the maximum FAR is 0.27:1 (0.27 times the lot area).</p> <p>-Height restrictions for single-family homes - no building or structure shall exceed 45 ft.</p>
Streetscape/ Aesthetics	<p>-For single-family residences, new buildings should vary in their architectural design from adjacent buildings.</p> <p>-For multi-family residences, no exterior wall of a building or structure shall exceed 30 linear feet extending horizontally along the front or rear of a structure without a change in plane of at least three feet in the exterior wall surface for a horizontal distance of five feet.</p> <p>-For multi-family residences, all front yard and open space areas not used for buildings, driveways, parking, etc. shall be landscaped.</p> <p>-For multi-family residences, parking that is visible from the front lot line shall be screened by landscaping.</p> <p>-No native or significant tree may be removed or caused to die without a specific permit.</p>
Access	Access is not addressed in this specific plan.
TOD	TOD is not addressed in this specific plan.

Table D5 Avenue 57 Transit Oriented District Neighborhood Plan Overview

Plan	Avenue 57 Transit Oriented District Neighborhood Plan
Vital Statistics	<p>Effective August 18, 2002</p> <p>Ordinance No. 174,663</p>
Boundaries	The Avenue 57 TOD Specific Plan extends from Avenue 50 at the southwest to Avenue 60 at the northeast. The northwest boundary is 1-2 blocks northwest of Monte Vista St. The southeast boundary shifts from Longfellow Street to Hayes Avenue, but includes all parcels fronting Ave. 57 until the Pasadena Freeway.
Gold Line Stations	This specific plan covers roughly two thirds of the Highland Park station area.
Objectives – Vision	<p>-The purpose of the plan is to implement goals and policies of the Northeast Los Angeles Community Plan and other applicable elements of the General Plan.</p> <p>-Develop a center for commercial activities to provide needed goods and services convenient to residents and in close proximity to the Gold Line Metro Rail station.</p> <p>-Stimulate economic development through incentives to re-use existing structures without additional parking requirements, by instituting a mixed-use component to commercial areas, and streamlining the approval process.</p> <p>-Preserve and maintain historic character of the neighborhood, maintain appropriate scale of development.</p> <p>-Continue and maintain a community of diverse ages, incomes, family types, and cultural perspectives; providing transportation linkages to allow access to job centers and preserve a</p>

	<p>sense of place.</p> <ul style="list-style-type: none"> -Maintain a stable community that residents can live in from childhood through retirement by supporting home ownership and new construction of family-sized, affordable housing units. -Encourage creation of new cultural facilities and services, and open spaces. -Retain, support and expand traditional local population of working writers and artists in the neighborhood.
Land Use	<ul style="list-style-type: none"> -The Specific Plan is divided into seven sub-areas. Four of these: 1) Major Activity Center, 3) Mixed Use Areas, 5) Artwalk, and 6)Marmion Way Transit Corridor fall within the Highland Park Station Area. -Targeted uses for commercially zoned areas are identified. Joint Living and Work Quarters for some occupations are allowed in sub-areas 1,2,3,and 7. Not more than three commercially zoned lots (15,000 square ft max) combined may be joined with unifying features (façade or public space) and receive a floor area bonus of 25% for lot assembly; 25% floor area bonus is also available for developments with a community use. Maximum two incentives per site. Incentives and/or exemptions exist for adaptive reuse projects. -100% of ground floor building fronting Figueroa must accommodate commercial use to a depth of 25 ft. -For any multi-family residential building, each new dwelling should have a minimum of 2 bedrooms
Density	<ul style="list-style-type: none"> -FAR not to exceed 3:1 for any development site, except mixed-use housing, which can be developed to 45 feet in height with an FAR of 2:1. -Dwelling units and Joint Living and Work Quarters are subject to lot area requirements of the RD 1.5 Zone, regardless of underlying zoning. -Corner lot incentive for mixed-use projects – 20% increase in height, allowable floor area, and minimum lot area per dwelling unit beyond what is otherwise permitted unless receiving an affordable housing density bonus. -Two lots may be combined (maximum 10,000 square feet) for residential development.
Streetscape/ Aesthetics	<ul style="list-style-type: none"> -Pedestrian amenity floor area bonus of 25% -Development standards for adaptive reuse projects, minimum size of new dwelling units 450 square feet. Minimum size for Joint Living and Work Quarters, 750 square feet. -Mixed-use development projects can obtain façade treatment (additional 10ft of height allowed for façade), -Height restriction of 45 feet. -At least 50% of all exterior walls (including doors) on the ground floor which face the street shall have transparent windows unless otherwise prohibited. -Landscaping rules/suggestions for open areas; paved areas (excluding parking & driveways) to be made of enhanced paving materials – stamped concrete, permeable paved surfaces, tile, and/or brick. -Horizontal architectural treatments every 39ft of building height visible from a street. -Mixed use projects with 40 or more ft of building frontage visible must include columns, pilasters, indentations, or other features every 25 ft. Minimum width of each vertical break should be 8 ft, depth 2 ft -Rooftop appurtenances must be screened from view from the street. -Noise control standards for dwelling units with exterior walls or line of sight to Figueroa.
Access	<ul style="list-style-type: none"> -Each individual tenant or business space located on the ground floor must have an entrance accessible from the street at the same grade as the sidewalk. Entrances to remain open during business hours.
TOD	<ul style="list-style-type: none"> -15% reduction in parking requirement for any commercial or industrial building located no more than 1,500 feet from the portal of the station or 750 feet from a public parking lot. -Parking lots shall not front the street -Sub area 1 – major activity center and portion of sub area 2 next to the Gold Line tracks (Marmion to Figueroa, Ave 58-Ave 59) shall have a lot assembly restriction of four lots max 20,000 square feet for residential, and six lots 50,000 square feet for commercial or mixed-use developments.

South Pasadena Development Goals and Plans

Table D6 Mission Street Specific Plan Overview

Plan	Mission Street Specific Plan																																											
Vital Statistics	Adopted by the City of South Pasadena City Council, April 1996. Conditional uses updated December 2000.																																											
Boundaries	Plan area includes the Mission St. right-of-way from Pasadena Ave. to Fair Oaks. It includes parcels fronting Mission St. between Fremont and Indiana Avenues, as well as areas to the north and south of Mission Street between Fremont and Orange Grove Avenues. For our purposes we are largely concerned with the “Core Area,” between Fremont and Prospect Avenues, centered around the Mission station.																																											
Gold Line Stations	Mission																																											
Objectives – Vision	<ul style="list-style-type: none">-Re-establish Mission St. as the historic downtown of South Pasadena.-Preserve, renovate and re-use historic resources.-Develop the Core Area as a continuous, pedestrian-oriented shopping street.-Encourage a mix of restaurants, specialty retail, convenience retail and service uses which can share Gold Line parking.-Provide adequate parking for shopping district and Gold Line patrons.-Unify streetscape character.																																											
Land Use	-Mission St. is intended to be a pedestrian-oriented shopping street with continuous storefronts along the sidewalks and housing and offices above, and in some cases, behind the storefronts.																																											
Density	<ul style="list-style-type: none">-Bonus sites are parcels located in the Core Area that are at least 140 ft by 140 ft, not occupied by a historic resource on the effective date of the Specific Plan and for which additional parking is provided as specified. (p. 38) <table><tr><td colspan="4">Permitted Number of Stories, Height and FAR</td></tr><tr><td></td><td>Stories</td><td>Height</td><td>FAR</td></tr><tr><td colspan="4">Bonus Sites with extra public parking:</td></tr><tr><td>Mixed use</td><td>3</td><td>40'</td><td>1.5</td></tr><tr><td>Commercial</td><td>2</td><td>32'</td><td>1.2</td></tr><tr><td>Residential</td><td>3</td><td>35'</td><td>1.5</td></tr><tr><td colspan="4">Other Development Sites:</td></tr><tr><td>Mixed use</td><td>2</td><td>32'</td><td>0.8</td></tr><tr><td>Commercial</td><td>2</td><td>32'</td><td>0.6</td></tr><tr><td>Residential</td><td>2</td><td>32'</td><td>0.5</td></tr></table>				Permitted Number of Stories, Height and FAR					Stories	Height	FAR	Bonus Sites with extra public parking:				Mixed use	3	40'	1.5	Commercial	2	32'	1.2	Residential	3	35'	1.5	Other Development Sites:				Mixed use	2	32'	0.8	Commercial	2	32'	0.6	Residential	2	32'	0.5
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Streetscape/ Aesthetics	<ul style="list-style-type: none">-Street should be made continuous, with gaps between buildings eliminated where possible in the Core Area.-New development should be compatible with the historic character of the plan area.-Plan encourages two-story buildings with office or housing over retail on all sites, and three-story buildings with housing over retail on large sites on which additional parking and adequate on-site open space can be provided.-Parking should be located behind street-fronting buildings to maintain pedestrian orientation																																											
Access	<ul style="list-style-type: none">-Encourage shared parking by all businesses in Core Area so that shoppers can park in one location and visit many businesses.-Facilitate the development of a central parking structure that can be shared by businesses and Gold Line riders.																																											
TOD	<ul style="list-style-type: none">-TOD is only addressed by a concern to provide enough parking for both local patrons and Gold Line riders to share. Gold Line riders are not viewed as the core audience for the plan.																																											

Pasadena Development Goals and Plans

Table D7 Pasadena Central District Specific Plan Overview

Plan	Central District Specific Plan
Vital Statistics	Adopted by the City Council on November 8, 2004
Boundaries	The Central District boundaries are defined by the 210 Freeway to the north and the 710 Freeway to the west. The eastern boundary lies 1-2 blocks east of Lake Ave. The southern limit follows California Blvd, but also includes the Arroyo Parkway corridor extending from the 110 Freeway into downtown Pasadena.
Gold Line Stations	The Central District touches or encloses four Gold Line stations – Fillmore, Del Mar, Memorial Park, Lake Ave. The specific plan identifies TOD zones (see map 17, page 64). Some of which fall outside the CD area. Where these plans overlap, the CDSP (2004) is applied. The plan breaks down the areas of the central district into sub-districts (and each sub-district into smaller precincts), elaborating on development trends, land use possibilities, and strategies in great detail within each sub-district. The sub-districts are (corresponding Gold Line station in parenthesis): Arroyo-Corridor/Fair Oaks, (Fillmore Station); Old Pasadena, (Del Mar Station); Civic Center/Midtown (Memorial Park Station); Walnut Housing; Pasadena Playhouse, In-Town Housing; and Lake Avenue (Lake Ave. Station).
Objectives-Vision	<ul style="list-style-type: none"> -Growth and development should be directed to the most appropriate locations, protecting existing residential neighborhoods, promoting transit usage, and revitalizing underutilized areas. -Require new buildings to respect and enhance their surroundings -Provide the opportunity to park once and visit many destinations; reduce auto dependency. -Encourage transit-oriented, pedestrian-oriented and mixed use development. -Provide a wide variety of housing options by type, location, size and price. -Expand the network of open spaces. -Enhance distinctive and complementary nature of sub-districts so they can support each other economically and visually. Preserve historic, cultural and landscape resources and in-town neighborhoods. Objectives for each of the seven sub-districts are outlined in detail. Six of the sub-districts are further divided into smaller precincts. -Streets should support public activity and buildings should be consistent to a human scale. -Diversify downtown economy, retain businesses and promote job growth.
Land Use	<ul style="list-style-type: none"> -Old Pasadena should continue to function as a regional shopping and entertainment destination -Midtown / Paseo Colorado is anchored by the major, mixed use Paseo Colorado development -Civic Center / Midtown should be strengthened as symbolic and governmental center of the city with high quality public spaces and service institutions. -Pasadena Playhouse is envisioned as an arts and culture-oriented place. -Lake Avenue south of Green Street provides shopping that tends to serve the local community. -In-town housing shall maintain its residential character (housing development north of Del Mar Blvd. and close to Lake Ave. may be multi-family maximum 48 dwelling units per acre. Other infill should be consistent with City of Gardens standards – low-rise medium density dwellings to a maximum scale of 32 dwelling units per acre.) -Walnut Housing should be promoted as an urban village with higher densities and strong connections to the adjacent Lake Ave. rail station. -Arroyo Corridor / Fair Oaks growth should be concentrated on employment generating uses such as arts, technology and knowledge-based uses.
Density	<ul style="list-style-type: none"> -Increase density through compact development patterns in most areas of the CD. -FARs should be consistent with the General Plan recommendations. -In proximity to rail stations, “urban housing” density of 48-87 dwelling units per acre is recommended. Height limits: Main streets, primary office corridors, and Del Mar Station adjacent maximum 75ft. Rail Station and Freeway proximity 60 ft. Historic and neighborhood character areas: 35-50 feet.
Streetscape/	-Develop a pedestrian and bike-friendly environment through streetscape improvements. Expand

Aesthetics	<p>the network of public, semi-public and private open spaces, including pocket parks and green streets</p> <ul style="list-style-type: none"> -Specific guidelines for signage, awnings, ample street tree and furniture placement, setbacks, and sidewalk widths. Entrances should be oriented to public spaces, parking to the back. -Incorporate civic art, minimize pedestrian conflict, shade and protect pedestrians. -Preserve line of sight to prominent civic buildings approaching the civic center.
Access	<ul style="list-style-type: none"> -Deemphasize automobile use on particular streets, channeling car traffic down particular thoroughfares; Reduce auto-dependency, increase transit usage, increase physical connectivity -Improve the network of pedestrian spaces and bike paths. Make the city walkable. Extend ARTS bus connections to transit stations and throughout the specific plan area.
TOD	<ul style="list-style-type: none"> -The TOD proposal is outlined on pg. 61-62 of the plan. Aims to mix higher density housing, service and employment opportunities around rail stations and key transit stops. This concept is applied through most of downtown. It recommends development intensities that promote compact development patterns, mixed use, and urban housing (48 DUs per acre), increasing in intensity with proximity to important multimodal corridors and the four rail stations. Because of the proximity to anticipated rail stations, properties in the southwest and northwest regions of the plan are ripe for infill and higher density transit-oriented development. -Prohibits auto-oriented uses, restricts certain other uses that do not support transit ridership (warehousing, storage, commercial wholesaling etc.) Requires a minor conditional use permit for new commercial and industrial projects over 15,000 sq. ft, excluding expansion of existing uses, awarded if the project includes uses oriented to the transit user, including daily destinations such as housing, employment and commercial uses; the project encourages pedestrian activity and enhances access to public transit and/or other non-automobile modes of transportation. -Reduces minimum parking requirements by 10% for short term and 25% for long-term parking; the former minimum standard becomes a maximum requirement. Parking standard for urban housing (48 dwelling units per acre) is outlined.

Table D8 South Fair Oaks Specific Plan

Plan	South Fair Oaks Specific Plan
Vital Statistics	<p>Adopted by the Pasadena City Council April 1998</p> <p>Preparation of the plan began in October 1995. At this time the South Fair Oaks Area Advisory Committee (AAC) was created. The ACC included a mix of individuals representing local residents, property owners, businesses and institutions and helped in the formation of the plan.</p>
Boundaries	<p>The South Fair Oaks Specific Plan boundaries are defined by California Blvd to the north and Pasadena Ave. to the west, until Bellefontaine St, where the western boundary becomes Alarcon Place, 1-2 blocks west of Fair Oaks Ave. The light rail tracks form the eastern boundary. The southern boundary is near State St. For the southern portion of the plan area, the eastern boundary extends to the Pasadena Freeway.</p>
Gold Line Stations	<p>This specific plan covers an additional part of the Fillmore station area, west of the station, outside of the area covered by the Pasadena Central District Specific Plan.</p>
Objectives – Vision	<ul style="list-style-type: none"> -To promote new development near light rail transportation in the South Fair Oaks area. -Create a community of interest and an identifiable district image through improvements to public and private property. -Create an attractive physical environment for biomedical and high-tech business. -Use development standards and design guidelines to establish design integrity and visual vitality. -Integrate land use and transportation programs with the light rail station site at Fillmore Street and create a district focus around the station and Fillmore St. -Support the retention and enhancement of local business. -Mitigate related traffic impacts in the specific plan area and in adjacent residential neighborhoods. -Promote research coalitions with Pasadena institutions.
Land Use	<p>-The majority of the land uses in the area have a biomedical or technology focus.</p>

	<ul style="list-style-type: none"> -Existing uses should remain, and existing buildings should be rehabbed or adaptively reused. -Active land uses at the Fillmore St. Station are encouraged. -Other multi-family residential land uses that wish to be proximate to the Fillmore Station are encouraged to locate east of the rail right-of-way. -Additional 1,550,000 sq. ft. of non-residential space is permitted (based on General Plan).
Density	<ul style="list-style-type: none"> -Maximum multi-family residential is 32 dwelling units per acre, 300 units is the maximum allowance (based on General Plan) - Heights should remain consistent with base zoning – 56’ along Raymond Ave, 45’ along Fair Oaks Ave. -Height bonuses of 11’ will be offered to offices, business and professional; offices, medical; and lab and industry, restricted if they abut Fair Oaks Ave south of Pico and do not abut a residentially zoned property.
Streetscape/ Aesthetics	Detailed proposals for improving the identity, image, use and safety of the area, including, human-scale features, landscaping and streetscape with suggested tree types and spacing, enhanced crosswalks and a through-block crossing zone, public art, and other amenities. Sets up guidelines for creating public and private nodes – gathering/contemplative spaces at key locations.
Access	Close off Fillmore St. between Fair Oaks and Raymond Aves to through traffic and create a pedestrian mall. Seeks to create a pedestrian circulation network. Street grid enhancements expected to improve traffic flow and livability. Deemphasize automobile use on particular streets.
TOD	There is no specific mention of TOD, though significant pedestrian improvements are included in the plan, and certain auto-oriented land uses have either been excluded or are now only conditionally permitted – vehicle sales, leasing, storage and car washes.

Table D9 North Lake Specific Plan Overview

Plan	North Lake Specific Plan
Vital Statistics	Adopted by the Pasadena City Council June 30, 1997
Boundaries	The South Fair Oaks Specific Plan boundaries are defined by Elizabeth St. to the north and the 210 Freeway to the south. The western boundary extends 1-2 blocks west of Lake Ave, and further west on Washington Parkway to encompass Washington Park. On the east, the boundary extends 1-2 blocks east of Lake Ave. Between Villa St. and the 210 Freeway, the boundary extends to El Molino Ave on the west, and Wilson Ave on the east encompassing a residential area. For the purposes of this Gold Line Study, the Lake Avenue Station area extends only as far north as Orange Grove Blvd, which includes this residential area.
Gold Line Stations	This specific plan covers the Lake Avenue station area north of the station, outside of the area covered by the Pasadena Central District Specific Plan.
Objectives – Vision	<ul style="list-style-type: none"> -Identify areas for mixed-use development, develop design standards; maintain neighborhood identity, and mitigate traffic impacts of new developments -Move away from auto-oriented uses; create a pedestrian-friendly environment -Protect residential areas from impacts of commercial development; create a safe area
Land Use	<ul style="list-style-type: none"> -New development will most often be small in scale -“House” and “Village” building types, village is commercial in character, with residential above. Limited Commercial for Lake Ave. and on both sides (east and west) of Lake Ave. (no residential development) -All Vehicle / Equipment Sales, Leasing and Services, and Retail sales of auto parts are prohibited per Pasadena’s May 1995 moratorium, enacted on the adoption of this specific plan. Other auto-oriented uses require conditional permits. -Establish “Fast Food Gardens” (northern end of the specific plan area) to minimize impact of increased auto-activity on pedestrian traffic.
Density	-Maximum 500 new housing units and 175,000 new non-residential square feet (for entire specific plan area) as permitted by the General Plan.

	-In the area between Villa Avenue and Maple Ave. near the Gold Line Station at Lake Avenue and the 210 freeway, the plan allows for high density residential development (up to 48 dwelling units per acre) with a density bonus for affordable housing providing possible densities above 48 dwelling units per acre (as stated by the General Plan).
Streetscape/ Aesthetics	<ul style="list-style-type: none"> -Construct or install physical improvements to support commercial and pedestrian nodes. -Intensive tree plantings of large shade trees in “tree lanes” buffering pedestrians from car traffic and “tree peninsulas” located between street parking spaces -Use of alleys, driveways, and through-block access points for better pedestrian movement -“Cars in the back, entrance in the front.” -Introduce street amenities, furniture, benches, trash cans, newspaper dispensers, and art. -Introduce gathering places “neighborhood placemaking”, edge repair, and a landscaped median on portions of Lake Ave, with “landmark trees” at key locations and pedestrian scaled street lights. -Introduce residential plazas and mid-block pedestrian crossings -All four corners of the Lake and Orange Grove intersection are noted as most in need of attention and improvement.
Access	<ul style="list-style-type: none"> -Lake Ave is a Principal Mobility corridor in the General Plan.; MTA buses run down Lake Ave. -Lake Ave Gold Line station – MTA predicts passengers boarding at Lake will arrive by foot and not need car parking at the station or in surrounding areas. Parking will be provided at the Sierra Madre Villa Station to the east (1,100 spaces). Need for 50-100 spaces at Lake are already served by existing parking nearby. -Study will be conducted about building bike lanes on Mentor Ave.
TOD	<ul style="list-style-type: none"> -The Lake Ave Station will increase the desirability of housing within walking distance and create opportunity for small business to serve people using the station. Pedestrian and commercial activity will be stimulated by the Gold Line when improvements in the area make it more attractive. -Shaded pedestrian plaza at the Lake Ave Station should be incorporated into a greatly widened bridge with small-scale commercial structures, plaza, and park. Should be designed with both N. Lake Specific Plan and Central District Specific Plan in mind, since it will be servicing riders from both areas. -Residential area north of the station is zoned for high density residential development. (48 dwelling units per acre).

Table D10 East Colorado Boulevard Specific Plan Overview

Plan	East Colorado Boulevard Specific Plan
Vital Statistics	Adopted by the Pasadena City Council June 24, 2003
Boundaries	The East Colorado Blvd Specific Plan area includes all parcels with frontage on East Colorado Blvd., from Catalina Ave. to the west and Sycamore Ave. to the east. (approximately 3 miles), as well as all parcels with frontage on North Allen Ave. between Colorado Blvd and the 210 Freeway. The area also includes the Pasadena City College property between Hill Ave and Bonnie Ave and the Los Angeles County property between Northrup and Madre on the south side of Colorado Blvd. For the purposes of this study we are concerned with the western half of the specific plan area, ending at Sierra Madre Blvd, which forms the edge of the Allen Station area and the eastern portion from Sunnyslope to Madre St., which is part of the Sierra Madre Villa Station area.
Gold Line Stations	This specific plan covers the Allen Avenue station area south of the station, east of the area covered by the Pasadena Central District Specific Plan and an eastern portion of the Sierra Madre Villa station area not covered in the East Pasadena Specific Plan area.
Objectives – Vision	<ul style="list-style-type: none"> -Retain the eclectic mix of uses and protect the vitality of small independent businesses. -Unify the streetscape. -Create a series of distinctive “places” along the boulevard.

	<ul style="list-style-type: none"> -Create redevelopment opportunities and incentives. -Preserve historic resources identified in the historic survey.
Land Use	<ul style="list-style-type: none"> -Few vacant or underutilized parcels in the area; new development has to be relatively high density to justify costs of clearing existing parcels. -Desire to retain this area's character as the "last bastion" of small businesses in Pasadena -Revitalization of existing development and beautification of the streetscape are a significant focus of the plan. -Locate new parking to the rear or sides of buildings and/or screen new/existing parking with landscaping. Serve parking to the rear by enhancing existing alley and linked parking lot access. -Extend the allowable land uses to include multi-family housing on upper floors only in all sub-areas except the Route 66 sub-area and the Chihuahuita sub-area outside the transit node. -Work to transition auto dealers (new and used) and auto related uses into the Chihuahuita sub-area. -Provide affordable housing. -Area between Locust Ave and the 210 Freeway (in Gold Line Transit Node) is currently underutilized.
Density	<ul style="list-style-type: none"> -Maximum 750 new housing units and 650,000 new non-residential square feet (for entire specific plan area) as permitted by the General Plan.
Streetscape/ Aesthetics	<ul style="list-style-type: none"> -Beautify the streetscape with street trees, street and median landscaping and a consistent selection of urban furniture -Work to beautify key intersections and establish community and sub-area gateways that help establish a sense of place. -Encourage two and three-story buildings along Colorado Blvd to improve their street scale. -Mitigate massing and bulk, unify and articulate building facades.
Access	<ul style="list-style-type: none"> -Extend public transit with convenient stops located throughout the area. -Consider expanding the existing ARTS bus system to serve East Colorado Blvd. -Create better pedestrian links between commercial, residential, and transit nodes. -Encourage shared parking so patrons can park once and visit many locations.
TOD	<ul style="list-style-type: none"> -Transit "nodes" are identified to promote a mix of higher density development (up to 60 dwelling units per acre) directly supported by their association to the Gold Line station. -All new developments within 1/4 mile walking distance of the station entrance points should be encouraged to be as transit-friendly as possible. -Encourage residential apartments and/or office spaces above street level retail spaces that cater to transit users to create small urban villages. -Provide incentives to intensify development at transit nodes with higher allowable densities (60 dwelling units per acre), 25% reduction in parking requirements and parking districts. Maximum height 60 ft. -Transit-oriented development principles applied elsewhere in the City and in other communities can be realized in this plan area as well to create a commuter-oriented destination. -Improve pedestrian connections around station area.

Table D11 East Pasadena Specific Plan Overview

Plan	East Pasadena Specific Plan
Vital Statistics	Adopted by the Pasadena City Council October 23, 2000
Boundaries	The southern boundary of the East Pasadena Specific Plan area extends from 1 block north of Colorado Blvd with Vista Ave at the western edge, shifting to the 210 freeway after Tiley Ave. For the western half of the SP area, the northern boundary is roughly under the 210 Freeway. From Tiley Ave eastward the 210 forms the southern boundary, with the northern edge extending along Sierra Madre Villa Ave until Orange Grove, encapsulating a roughly triangular area stretching to Michellinda to the east.
Gold Line Stations	This specific plan covers about half of the Sierra Madre Villa station area.
Objectives	-A revitalized area with employment, retail and entertainment serving the residential and

– Vision	<p>business communities.</p> <ul style="list-style-type: none"> -Network of streetscape corridors to provide an attractive and unifying identity for the area. -Extend pedestrian, bicycle, and shuttle-bus access to improve internal circulation and connect with the light rail station. -Mitigate the impacts of traffic. -Accommodate the transit site and maximize its use; enable preservation of Stuart Co. Building. -Encourage high-tech/R&D land uses -Establish design and development standards.
Land Use	<ul style="list-style-type: none"> -SP is divided into three sub-areas: d1 – East Foothill Industrial District; d2 Foothill, Rosemead, Sierra Madre Villa; d3 – Hastings Ranch/Foothill-Rosemead shopping center areas. -Expected that d2 area will change the most due to large parcel sizes south of Foothill Blvd. These are some of the largest development sites in all of Pasadena. -General plan recommends 2.1 million sq. ft. of new non-residential development and 500 dwelling units in plan area. Because of traffic concerns this plan places an interim limit at roughly 1.36 million sq. ft. of non-residential development and 235 dwelling units until Kinneloa and Walnut Streets are extended. -d2 land uses, see TOD section below -d3 – increase sq. ft. from 35,000 to 60,100 in this area, w/ interim max at 50,247 sq. ft. General Plan does not allow for housing in this sub-area, but if a proposal for a housing project is submitted that forwards the goals and policies of creating a transit-oriented district, transferring residential units from d2 will be permitted. However, if demolition of non-residential sq. ft. is involved, no credit for such space will be given.
Density	<ul style="list-style-type: none"> -Height north of Foothill Blvd, 36-45 ft. South of Foothill Blvd, 60 ft recommended, except for the site of Light Rail Joint Development which recommends height at 85 ft. Current heights range between 65 – 110 ft.
Streetscape/ Aesthetics	<ul style="list-style-type: none"> - Upgrade the visual aesthetics of East Pasadena by creating Mobility Corridors that make multi-modal auto, bus, bicycle and pedestrian connections as well as attractive public spaces and places. -Detailed streetscape design guidelines, including public improvements, street tree palette, public parks, plazas and parking improvements with design guidelines for the transit station
Access	<ul style="list-style-type: none"> -Extend Maple Street from Sierra Madre Villa Ave to Titley Ave. -Stimulate startup of new business in the industrial corridor through linkages to the Light Rail station via shuttle bus, bicycle and pedestrian connections. -Increase availability and use of transit, bicycling + walking, reduce of car and drive alone auto trips
TOD	<ul style="list-style-type: none"> -Definition of TOD is stated explicitly. -General Plan calls for 300 housing units at or near the light rail station. (188 under the Interim limit). 100 units live/work space. -Rezone parcels immediately east and west of the Sierra Madre Villa Station from IG (industrial) to CG (commercial office/R&D) to provide opportunity for more office space, encourage R&D and provide transit-oriented opportunities to support the light rail station. -Recommend housing to be added as a permitted use in the CG district to encourage housing in and near transit site. -Prohibit “Big Box” retail, which is generally not transit supportive, nor ancillary to industrial uses. -Provide incentives to preserve the significant elements of the Stuart Co. building. -Establish floor area ratios for the area based on potential development of parcels. -At the time of the plan, proposal by the Pasadena Blue Line Construction Authority (PBLCA) for joint development project with Sierra Madre Villa Technology Partners for approx 570,000 square ft. of bio-med and office uses at the Blue Line site. 1,000 parking spaces for exclusive use by riders of the Blue Line constructed at the developer’s expense. Set aside significant portion of the property to accommodate drop-off spaces and transit buses. Preserve historic elements of the Stuart Company building.